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THE HISTORY AND CONSTRUCTION OF THE JUG BRIDGE NEAR
FREDERICK , MARYLAND

PRESENTED BY
MILTON L. SEAMAN

TO

BETA CHAPTER OF MARYLAND
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55 HISTORIC JUG BRIDGE ON NATIONAL HIGHWAY FREDERICK MD



*Historical "Jug" Bridge over the Monocacy River
near Frederick, Md.*

FAMOUS JUG BRIDGE

Built by Leonard Harbaugh in 1808 at a cost of \$55,000.00.

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FREDERICK, MARYLAND.

INTRODUCTION

Situated on the old Baltimore-Frederick turnpike almost three miles east of Frederick over the Monocacy River, Jug Bridge stands a monument to the enterprise, foresight and engineering skill of the early settlers in Frederick County. Its stately arches of native limestone and quaint demijohn of the same material bespeak great age, and it is only upon close inspection that recent touching up of the weather-beaten masonry is seen.

EARLY HISTORY

The history of the structure is closely bound with that of the road it serves, being built at the same time and for the same company. The jug itself, as seen in the photographs, bears inscriptions and is certainly the most reliable source of information concerning its early history. These inscriptions are as follows: On one side of the square portion splitting the ball, representing the stopper of the jug, the name, J m Cockey, appears while the adjoining edge bears the the legend John E. Howard P-, on the three sides of the small square portion immediately below the ball there appears:

Monoquao

Bridge Built

of 1808

Cy.

-- Year

1809



while on the next square part below there is:

John Ellicott of John	George Baer	Jefse Hollingsworth
Luke Tiernan	John McPherson	Thomas Lee
William Lorman	John Graham	Managers

and finally on the round part immediately below there follows:

John Lewis	Joseph Evans	Jona Ellicott	Leo Harbaugh
Wampler	Superintendent	First Produced a	as Superintend
Secry. and	of the Road	Bold Plan	Built the Bridge
surveyor		of this bridge	as it now stands
		with 4 arches	
		65 span	

The above are for the most part quite well preserved, some of the writing being readable on the photographs. The uppermost square parts are chipped, however, rendering the parts indicated by dashes illegible.

That P-appearing after the name of John E. Howard is part of an original inscription signifying "president" seems certain; also that it applies to the name Jm Cockey as well seems likely on the supposition that they were successive presidents of the road company during the period of construction.

Attention is called to the antique spelling of Monocacy in the next line, viz., "Monoquaocy", this probably being the original Indian spelling of the word; also the date of construction, 1808-1809.

Further light is cast upon the early history of the structure by the following quotation from "The History of Carrollton Manor" by W. J. Grove. Mr. Grove says,

"I might add right here, the old Jug Bridge was built by a well known Frederick County man, Leonard Harbaugh, for the turnpike company at a cost of \$55,000. This bridge will stand untill the hills around are torn to pieces. Mr. Harbaugh was recognized as being one of the best stone masons of his time. He had the confidence and esteem of General George Washington. He built the three locks at the Great Falls of the Potomac to make the river navigable for long boats; the undertaking at that time was thought to be an impossibility. From Harpers Ferry he made the Shenandoah River navigable by building locks and cutting canals for upward of a hundred miles above the Ferry. Mr. Harbaugh built many stone buildings in Baltimore and Georgetown, and the public buildings in Washington, including the President's house before it was burned by the English in 1814.

The Jug Bridge, so called from the huge demi-john that guards its entrance, was started in 1807 and completed in 1808. This ancient bridge over the Monocacy River defies the heavy traffic of the National Pike and not a hint is heard of a new structure."

The discrepancy between the dates given on the jug and those given by Mr. Jarboe is unexplainable inasmuch as he, being a resident of Frederick, certainly had access to that source of reference. John Thomas Scharf in his

"History of Western Maryland" gives the date of construction as 1808, and later says that the Baltimore-Frederick turnpike was also completed in that year. The weight of evidence, however, would certainly lie with the record on the jug as it was from all external evidences built as an integral part of the bridge itself.

THE BALTIMORE-FREDERICK TURNPIKE.

No history of Jug Bridge would be complete without some record of the old turnpike it was built to serve, and continues to do with remarkable efficiency. This road, now National Highway, Route 40, was built, as the name "turnpike" signifies, by a private company and operated for toll by that company until taken over by the state. As evidence of those days there still stands at the west end of the bridge, at the start of the fill, a toll house whose exposed beams, overhanging roof, and walls at foot and a half or more in thickness, speak of the days when teamsters hauled whiskey, flour and other produce to Baltimore. And passing this point at the start of a three or four day journey, were stopped by a long pole across the road to pay the levy for the use of the road.

That there was a need for such a road is shown by the following quotation from Scharf's: "In 1805 a turnpike from Baltimore to Frederick was commenced and carriages were substituted for horseback riding, which, owing

to the inferiority of public roads, had previously been the most popular mode of conveyance for both sexes. The turnpike was finished in 1808."

Further light is shed by the following quotation from "History of Frederick County, Md." by T. J. C. Williams, we read: "At a session of the legislature of 1804-1805 a com-pany was incorporated to build a turnpike road from Baltimore through Frederick and Middletown to Boonsboro. On the twenty-second of April the company organized. All the shares offered had been promptly taken. Jonathan Ellicott was elected president. Joseph Swearingen, Henry P. Warfield and James McPherson of Frederick County were among the directors. In Nov., 1806, there was a meeting of the company which authorized an increase of capital stock and elected Robert Gilmor, Jr., president." And reading further in Scharf we find the following list of officers of the Baltimore-Frederick Turnpike Company elected May 13, 1805: President, Jonathan Ellicott; Treasurer, William Cook; Managers, John McPherson, John Eager Howard, Samuel Smith, Thomas Sprigg, John Ellicott of John, Solomon Etting, John Donnell, George Baer. The apparent discrepancies between these various records probably merely indicate an everchanging personnel rather than any real error in the records themselves.

Further history of the road shows an ever increasing usefulness until today it forms an important link in the great system of highways belting the continent. Since, however, this history is concerned primarily with Jug Bridge

itself, further discussion will be confined to that structure.

LAFAYETTE'S VISIT TO FREDERICK

The next event of importance connected with the historical bridge is recorded on a bronze tablet, placed just east of the bridge, about ninety feet from the jug: A photograph of this tablet and the boulder on which it is placed is included in this history. It reads, "General Lafayette, friend of America and liberty, on his way to Frederick, December 29, 1824, greeted by a delegation of citizens, including the gallant Lawrence Everhart, who had come to escort him into the city, Lafayette here made an address, expressing thanks for his hearty welcome. Erected by Sergeant Lawrence Everhart, Chapter - Sons of the American Revolution. September 17, 1926."

In the "History of Frederick County, Md." by T. J. C. Williams, the following quotation from "Fredericktown Herald" of January 1, 1825, is found: "The General alighted on the bridge and after several addresses of congratulation to all of which, with his usual felicity of manner, he made the following reply: ' I am highly gratified, gentlemen, to greet you in your happy valley, where agricultural and manufacturing industry practiced by a rapidly increasing population, are the reward of your patriotic and domestic virtue. Receive my best thanks for your kind welcome, for your affecting reverence, sir, to past time; for your affectionate wishes, and to permit me to hasten to the revolutionary companions whom you have had the much valued attention to bring with you.'



Many introductions of the civil authorities and citizens took place, the General ascended an elegant barouche (for which,we,the committee, are indebted to the polite attention of Mr. John Cockey), drawn by four beautiful, black horses, richly harnessed and attended by two postillions and four groomsman in white dress and blue sashes***."

The above reception was followed by festivities which lasted far into the night, for every one in Frederick was anxious to do honor to this friend of America, a citizen of Maryland by special act of the Legislature.

THE BATTLE OF THE MONOCACY

The next reference found to Jug Bridge is in connection with the battle of the Monocacy (July 9, 1864), in which it formed a strategic point in the day's activities.

Here General Early in charge of Confederate troupes was stopped, or at least, delayed in his march to Washington by General Lew Wallace, commanding the Federal forces. Though the result was a defeat for the Union troupes, the delay caused was highly important, as it enabled additional troupes to be rushed to Washington in time to meet Early when he finally reached his objective.

In the history of Frederick County, Maryland, by T. J. C. Williams, the following references are made to the stone bridge

on the Baltimore pike, which is now known as Jug Bridge, in an account by Major Goldsborough, then a volunteer aid-de-camp on the staff of Brigadier-General E. B. Tyler, with the rank of first lieutenant: "Our line, somewhat in the form of a semi-circle, extended from Baker's farm on the Georgetown pike to the Monocacy Junction, thence along the east bank of the Monocacy River to the stone bridge on the Baltimore turnpike, and to Hughes' Ford beyond, a distance of about six miles in all *** and a picket line on the Baltimore turnpike on the west side of the Monocacy, guarding the stone bridge to prevent them from getting on our right flank ***." He says further: "At the stone bridge on the Baltimore turnpike Col. Brown, commanding the 144th and 149th Ohio, deployed a skirmish line along the crest of the ridge on the west side of the Monocacy at day break, and having placed a strong guard at Crum's Ford ***."

The map enclosed shows the position of the troops during this engagement, and was taken from an account by an eye-witness and participant of the battle. From the account given it does not appear that any actual fighting took place at the bridge, but there was certainly fighting close by and it stood by virtue of its indestructibility, every wooden structure in the vicinity being burned.

RECENT HISTORY

From all accounts the bridge stood as originally constructed

until fairly recent years, when the roadway was resurfaced with macadam, and concrete used to replace the stone topping of the balustrades.

In 1930 a contract was let by the State Roads Commission for the encasing of the piers which were badly eroded and the repointing of considerable of the masonry. This work has recently been completed and now the bridge, as good as new, stands ready for another hundred years of service.

CONSTRUCTION

MATERIAL

As has been previously stated Jug Bridge is of the stone arch type, made of native limestone for the most part, but with brownstone inset in several places.

GENERAL DIMENSIONS

There are four arches, which together with the abutments make a total length of four hundred and twenty-four feet five inches. Serving as a transition between the gradually sloping flats on the west of the Monocacy and the steeply rising bluffs on the opposite side, it was built on a grade of 4.40%. The higher side on the east rising 61 feet 5 inches above the water to the center of the arch, or 70 feet 3 inches to the top of the railing, as against similar measurements of 41 feet 4 inches and 48 feet 4 inches on the west.

ROADWAY

The original surface was merely dirt filled in over the masonry, but is at present macadam with concrete shoulders, and wheel guards. The total width between balustrades is 28 feet 6 inches, which is unusually wide for the days in which it was built.

PIERS

The piers supporting the arches are rounded on the upperstream end, and faced with brownstone, on the other end angular and unfaced. Their original length was approximately 58 feet, with a width of 13 feet, 6 inches at the base. The new encasement extends these measurements to 66 feet, 6 inches and 17 feet, 6 inches, respectively.

ABUTMENTS

The abutments are continuous with the bridge itself and made of the same material with occasional blocks of brown stone inset into the lime stone masonry. The apparently reasonless use of this brown stone might be accounted for by assuming a surplus above that used on the piers, it being used here rather than wasted.

The abutment on the west curves sharply northward beyond the last arch and ends with a foundation for the jug, circular in shape. This curve is the only bad feature on the bridge causing a considerable slowing of traffic.

THE JUG

The jug from which the name of the bridge is derived is a demijohn standing some 14 or 15 feet above the roadway made of the same material as the bridge at the bottom and of brown stone at the top where the inscriptions are. The ball on top which represents the stopper seems to be placed crooked as though it had fallen off and been replaced carelessly, no record however of any such occurrence was found.

CONCLUSION

In concluding let me again quote Mr. Grove's statement. He says "This bridge will stand until the hills around are torn to peices." This prophecy seems to this observer to be likely of fulfillment.